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TWENTY-SIXTH ANNUAL REPORT

OF THE

AMERICAN SEAMEN'S FRIEND SOCIETY,

Presented May 8th, 1854.

This Society is charged with the duty, under God, of giving to the Church the empire of the sea.

The Board of Directors present their TWENTY-SIXTH Annual Report with mingled feelings of sadness and thanksgiving,—sadness for failures and judgments, thanksgiving for mercies and successes.

The past year has been peculiarly marked with storms, and wrecks, and disaster, and death on the sea. Deep grief fills many a stricken heart on land; dark images cluster thick around the mental vision of many a mother, and widow, and orphan, of the untold struggle and anguish in the storm and the wreck.

* *Seventy ships, sixty-one barques, one hundred and seven brigs, two hundred and thirty-two schooners, and eleven steamers, in all four hundred and eighty-one vessels are reported as lost,—a large share of them total wrecks.*

Of *five ships, five barques, nine brigs, thirteen schooners, and one steamer*, the record is, they sailed at a certain date and have not been heard of since. In these wrecks nearly *eight hundred and fifty* lives are known to have been lost. There could not have been less than *seven hundred* on board the thirty-two missing vessels: on which side shall we reckon them, or any on the treacherous sea? among the living or the dead?

Notwithstanding God has so often in the past year spoken in the tempest, and the whirlwind, and the fire, and the still small voice, and the Society has toiled as His humble instrument, near thirty years, for the moral and spiritual improvement of seamen, "*They are no better*," say some; "*They were never so bad*," reiterate others; "*We never had so much difficulty to man our ships with good seamen*," respond many merchants; and many ardent friends of the sailor among them make no reply, and the faint-hearted and weak in faith yield to despondency.

* These numbers do not include the wrecks on our western waters, nor do they profess to be mathematically correct; a small portion of them are foreign vessels. It is believed the numbers are less than the truth would warrant.

There is some truth, but more falsehood and error, in the assertion.

To admit the truth, and expose the error, we propose to travel a little out of the ordinary course of an Annual Report, and point out first, some of the *obstacles* in the way of the reform of seamen; secondly, show the real *advance* in the work of reform, and present advantageous position of the Society, by the history of its past year's operations, through its chaplains and sailor missionaries, on the foreign field; through its *aided auxiliaries* at home, and through the co-operation of kindred societies in this land.

We ask for a fair and comprehensive view of the whole subject; and the wonder will be, we think, not that *so little* has been done, but that, under the circumstances, *so much* has been accomplished.

OBSTACLES.

The *material*, on which we have to work, or that peculiar class of men of which our seamen are composed, presents no common obstacles to reform.

That impulsive, restless, reckless, adventurous, roving, romantic spirit, these original characteristics of the boy who will be a sailor, the very opposite of those calm, quiet, reflective, calculating, cautious traits of mind that constitute the power of self-control, and deter from the dangers and privations of the sea, while they contain some of the noblest impulses of our nature, that indomitable energy and bravery necessary for the employment, and often lead to deeds of noble daring, and self-sacrificing benevolence; there is, at the same time, a strong tendency in them to break away from all restraint, all law, all good influences human and divine.

These, to a considerable extent, were the characteristics of our seamen at an earlier day in our commercial history, when we had not more than *fifty thousand*, and most of them of New-England origin, and many of them had a pecuniary interest in the ship or cargo. But now the material is still worse. The *fifty thousand* have grown to more than *two hundred thousand*, and *four-fifths* of them of foreign origin, composed of young men trained in every variety of circumstances, and under all shades of religious belief, from a pure Christianity to the most degrading paganism. While many of the foreign seamen under our flag are, in most respects, quite equal to our own, others are of the very worst character. It is in this increase and change of material, that we are to find the ground of the truth of the assertion, "that sailors are worse now than formerly."

A *second obstacle* in the way of reform and elevation, may be found in the *character* of the government under which this material is brought.

Necessarily absolutism. The order on shipboard must be promptly obeyed, without question or gainsaying. Where in the history of the world has any community, deprived of all influence in the government, and any interest in the state, been elevated? The very tendency of absolutism is to dwarf men to children, and induce the helplessness of infancy. Here is one of the chief grounds of the childish helplessness and unprotected condition of this class of men.

It is not only absolutism, but it often becomes cruelly tyrannical, and excessively depressing, and hardening on the character of the sailor. Did this quarter-deck absolutism always associate with itself, as it might and should, the paternal, it would be perhaps the very best kind of government under the circumstances, for the material, and for the elevation of the governed.

We know that no marine service on earth can boast a finer set of officers, composed of more responsible, moral, and humane men than ours. We know too that the feeling among them is general, and often expressed, "that the sympathies of the community are all on the side of the sailor, little left for the captain."

It is not so. We appreciate the difficulties of his position. Placed in authority over men to him unknown, often savage and ungovernable, shut up

with them at sea, feeling the necessity of keeping armed to the teeth in defence of his own life, it is not strange if the government partakes now and then somewhat too much of the *iron* and too little of the *golden* and *persuasive*. Our captains must be more than human, never to err under these trials. They need more philosophy and grace than many of us on land possess, to keep them always unruffled and calm. Nevertheless, the motto over the office-door of Captain Sherman's steamboat on Lake Champlain,—“KEEP YOUR TEMPER,” should be as a sign on the “frontlet” of every sea-captain; and coupled with it the Quaker Owen's instructions to his captain,—“John! *First*, Be sure that thy men always have their rights; *Second*, Be sure that they always obey thee;” or the obstacles to the reform of the men under a government of *absolutism* rendered tyranny are well nigh insurmountable.

A *third obstacle* is found in the small and inadequate compensation the sailor receives for his labors and hardships.

There are more evils originating here, more difficulties in the way of improving the condition of our merchant and naval service, and elevating the character of our seamen, than is generally supposed. The type-setter, the house-joiner, and mason, receive from one and a half to two dollars a day for eight or ten hours labor, even the hod-carrier and scavenger, from a dollar to a dollar and a half a day, while the sailor receives little more than half the scavenger's wages, though his week may know no Sabbath, and his day may be twenty-four hours long. Why is it? Because his avocation is so mean, so unproductive. The obvious tendency is to drive the better class, the more enterprising young men out of the service, to other employments, or the gold-fields of California and Australia, and leave in it but the dregs of the service.

With this obstacle in the way, even the operations of the Society in the reformation of the men, has a tendency to depress the service, because the reformed leave it. More than this even, it depresses the men remaining in it. It prevents them from being the possessors of the tools of their craft, the owners of the implements of their trade. It deters the sailor from those humanizing, elevating relations,—the landman's high privilege, by the gloomy alternative of leaving a wife and orphan children upon the cold charities of his employers.

Nor does the evil stop here. The wages, small as they are, have not always been honorably paid; which, altogether, has induced in the mind of the sailor the feeling that *he* is the *oppressed*, and sets him on the defensive, to gain his rights by dishonest and immoral means.

For a long time past seamen's wages have been two or three dollars less a month in England than in this country. It was common, years ago, to ship men at the monthly wages in our own ports for the voyage to Europe and back. It was by no means uncommon, though many honorable exceptions to it, indeed it had become a system almost tacitly acquiesced in, for the officers, in the expressive language of the sailor, to “work us off ship on the other side.” The simple process was, by over work and harsh treatment, to weary the patience of the crew, till they would run away from the ship, leaving her in debt to them, and the privilege of shipping a new crew at less wages, adding somewhat to the profits of the voyage, and redounding to the credit of the captain. The evil has neutralized itself by creating a greater one.

It has had more to do in fixing on the service as an incubus, and the sailor's *bane*, the system of *advance wages*, than is generally supposed. A system so entirely *evil*, so wrought into the service, that it seems almost impossible ever to eradicate it. The sailor in self defence, in combination with his helpful landlord, soon refused to ship for Europe without two or three months wages in advance, when it became his turn to run away, in debt to the ship, and quiet his conscience with, “It is only spoiling the Egyptians.” A fugitive he flies to the landlord, who receives the profits for degrading the sailor still more and enables the employer to quiet his conscience with, “The more you give the sailor the worse he is for it;” “it goes to the sharks and not to him.” But two

wrongs cannot make a right. The dire evil tendency on the sailor's moral and religious character is obvious. The tendency on the service in our ships running to Europe is equally obvious,—the better class of seamen is driven out of them, and they are manned to-day with the worst on the globe. We admit there is some ground for the assertion, "Sailors have been getting worse," but where is it? Not in us!

A *fourth obstacle* may be found in the sailor's almost entire deprivation of those *social relations*, and the sanctifying influences of those religious institutions in the enjoyment of other men. It was not good for man (*unfallen*) to be alone; it has been vastly worse for fallen man to be alone.

By the migratory life he must lead, the smallness of the compensation he receives, and his own improvident habits, he seems necessarily and hopelessly isolated,—thrown *alone* on the vast deep,—*alone* in a wilderness world; almost without a Sabbath, without a pastor, or a guide, or a *help* meet for him, without a sermon or a prayer. If all these around his tender years have not, led him to Christ, how can he be saved when deprived of them all?

But this even is not the worst of it. The yearnings, of a human soul can not, will not, permit it to be isolated. If it can not associate with God, and a virtuous companionship, for its wellbeing, it will associate for its undoing.

The sailor, unheld by social ties, with a nature impulsive, warm, generous, passionate, flies for respite and refuge from a stern government, and an oppressive and unrequited service, to *protectors* and *companionship*, and the poisoned cup; but O! what protection! what companionship!

In the very *jaws of death*! how can he be redeemed?

Nay, you cannot snatch from him the poisoned cup by prohibitory laws; for capital must have its dividends, commerce its profits, and law its verbiage and technics, though the common sense of community be outraged, and morality rooted out.

We have been pointing out *obstacles* in our way. We have not, nor did we design to allude to those characteristics of the sailor,—those advantages in his position,—those often-recurring moments in his perilous history, that render him the most susceptible of men to the soothing notes of the Gospel of Eternal Love; nor to the riches and power of that grace which overcomes all obstacles to its work of redemption.

Now, amidst such obstacles and increasing difficulties, despite the toils and *successes* of the Society, is it strange if there should be a *grain* of truth in the assertion, "That the mass of seamen are only growing worse"?

We pass to point out the *error*, by showing the *progress* of the reform. *First*, by the Society's

FOREIGN OPERATIONS.

The Society's Foreign Chaplaincies are in the West Indies, Brazil, Chili, New Grenada, Peru, Sandwich Islands, St. Helena, China, France, Sweden, Denmark, New Brunswick, and British America. While these Chaplaincies extending round the globe, are designed primarily to act on seamen under the American Flag; through bible and tract distribution, they are incidentally acting on the seamen of all nations, and even to some extent, on the citizens of the countries where they are located.

BRAZIL.

RIO DE JANEIRO.—REV. J. C. FLETCHER, *Chaplain*.

The field of this Chaplain's labors under a commission from this Society, and the American Foreign Christian Union, is the metropolis of an empire,—a city of more than *two hundred thousand* inhabitants; and on whose beautiful bay, floats annually more than *twenty-two thousand* seamen. Among these *thousands*, this devoted Chaplain has toiled on through another year, a

part of the time in the midst of the yellow fever, surrounded with the sick and dying; but his labors have not been in vain; he has met with most encouraging success.

In a communication dated Sept. 20th, he says, "I cannot look back upon the past year without gratitude to God. Have only been prevented twice by sickness from preaching, and have had the glorious privilege of seeing some souls turn from death unto life, and have also had the melancholy pleasure of witnessing the triumph of many who fell asleep in Jesus. Sad too are the reflections that many others have gone down to a dark eternity. I cannot conclude without also stating that the Bethel cause has gained ground in Rio, and that the servant of the Lord has now three times the influence that he had one year ago.

To God be the praise."

Again in another communication he says. "I have commenced new measures for disseminating the truth among our sailors, and new endeavors to induce them to attend Bethel services. Instead of putting up notices of the services in public places as formerly; I determined if possible, to visit all American vessels each week, thus announcing my meetings, distributing bibles and tracts, and visiting the sick. Now each Friday beholds me going over my "parish," in a boat rowed by a Madeira man, and a Negro, who are filled with wonder to see the "Padre Americano" under a son of only 90°, climbing the side of every vessel from the "Estados Unidos." The result has been most encouraging. The numbers at my meetings have not only been swelled by seamen, but by Captains." "Your Chaplain is probably the only person in the harbor, besides the government officials, who can move among the shipping with perfect freedom. This privilege has been obtained of the Government through the influence of the American Minister, Hon. Robert C. Schenck, who has been most kind to our undertaking."

In Letters to us, and to bereaved friends he gives detailed accounts of hopeful conversions, and triumphant deaths. Such were the triumphs of a true faith in the trying hour, in one instance, that the Romanists standing around were moved to tears, and exclaimed, "we have never seen anything like it before." He speaks of the avidity with which sailors of various nations have received Bibles and Tracts.

Notwithstanding the importance and success of the mission, such is the expensiveness of the station, that the Chaplain fears he cannot be sustained; but we are sure, that bereaved parents, the eyes of whose sons he has closed, and followed to the grave, that the church at large will say to the Board, he *must* and *shall* be sustained at almost any cost.

CHILI.

VALPARAISO.—REV. D. H. WHEELER, *Chaplain*.

The Chaplain says, "the average number of vessels in this port at one time is *one hundred and thirty*, of which *forty* are English, and *ten* are American, the balance are from various other nations. The average number of the crews of English, American, French and German vessels, is about *thirty*, of the vessels of other nations about *twenty*," which would make more than *three thousand* seamen constantly in port. "About *twenty* sick seamen on an average, are at the American Hospital, and from *fifty* to *sixty* at the English Hospital. The average number of American and English seamen in the city prison is about *thirty*." To all these institutions the Chaplain has had free access.

Mr. Trumbull has been so occupied with other duties, that he found it necessary to employ Mr. Wheeler to do the work, in this large and interesting field. During the past year, Mr. W. has been the acting Chaplain, and sustained by this Society.

He has labored faithfully and with considerable success. "In the American

Hospital," he says in one of his communications, "six have professed hope in Christ." He has devoted much time to visiting ships in the bay, distributing Bibles, books and tracts in various languages. Conversing personally with the men of the soul's salvation, has generally been received with great kindness by officers and men. Some Captains and officers in the Navy, especially in the English Navy, have aided him in the work of Bible and Tract distribution. He has preached regularly on shipboard, often with manifest evidence of the presence of God's spirit in congregations varying from *four* to *sixty* persons. He speaks with much feeling of the hard usage men often receive on shipboard, of the inadequate comforts and medical attention at the American Hospital, for the want of sufficient aid from our Government, and mentions one valuable life of a young officer, from Maine, lost in consequence.

Mr. Wheeler left the station in February last. Mr. Trumbull will still devote what time he can spare to the work; but both concur in the opinion that there should be a Chaplain to devote all his time to the work, and another man to open and keep a Sailor's Home.

PERU.

CALLAO.—REV. FRANK W. BILL, *Chaplain*.

This is a new station about midway between Panama and Valparaíso. Callao is the port of Lima, the capital of Peru. Lima has about *fifty thousand* inhabitants, and Callao, nine miles distant, and connected by a Railroad, has *fifteen thousand*. The guano trade at the Chinca Islands, about one hundred miles distant, has made it a place of large and increasing resort for ships, mostly English and American. During the year 1852, 825 vessels of 249,510 tons, carrying 13,023 men, entered this port. "On the 19th of February of the present year, there were at the Islands *one hundred and sixty* vessels of various sizes from 300 to 2,200 tons burden; averaging, probably, 300 tons. The estimated average time for loading with guano was forty days."

It is contemplated that the Chaplain will spend part of his time at the Islands. In the name of humanity, it is hoped that he may be able to do something to protect the rights of the poor Chinese, deceived, brought from home and enslaved by British sea Captains.

The importance of the station, the wretched and unprotected condition of seamen resorting there, and the great need of a seamen's Chaplain, has been urged upon the Board by a resident American merchant, for the last eighteen months. At the meeting of the Board in March, the Rev. Frank W. Bill was appointed Chaplain at Callao and the Chincha Islands, and is expected to sail soon to this important and interesting field of labor.

NEW GRENADA.

PANAMA.—REV. J. ROWELL, *Chaplain*.

This energetic and devoted Chaplain is still at his post, dividing his labors between Panama and the Island of Taboga, ten miles distant on the Pacific coast, where the shipping principally lie. The annual arrivals of seamen at this port now amount to over *six thousand*; the number will doubtless, be greatly increased when the railroad across the Isthmus is completed, which will be probably during the present year.

In one of his communications Mr. R. says, "Goodness and mercy follow me, my cup runs over. I have constant occasion to sing "Bless the Lord, O my soul." I scarcely ever take up my pen now, to report to you, but I have new mercies to record. I have occasion daily to contrast my present situation and prospects, with what they were but a short time since. I can never forget those trials, and difficulties that so trod on one another's heels, during

those past months. I hope I shall not forget, how manifest has been the hand of God, in their gradual and successive removal. In almost every particular, my circumstances and prospects of usefulness, are greatly improved." In a description of one of his Sabbath services at Taboga, he says, "There were present quite a number from the shipping in port, the principal business men of the place, nearly all the ladies, and quite a crowd of laboring men. We had gathered in the parlor of the Pavilion Hotel. But the audience, unwilling to sacrifice the rare beauty of the evening, requested an adjournment to the piazza. The breeze soon wiped out our lights, and then only God's own silver lamp above lighted us, while we preached and prayed and sung, and the forests echoed back our song. It was a holy scene, for every heart *felt* that God was there. It reminded me of those days of Adam's innocence, when he used to hear "the voice of the Lord, as he walked in Eden, in the cool of the day." All seemed to feel that it was "Good to be there." I preached both morning and evening." In other communications of his, there are detailed and interesting accounts of several hopeful conversions of seamen in the hospital at Panama, and of calm and peaceful death-bed scenes. Long may this faithful chaplain stand in the gateway of nations to point wanderers to the gate of Heaven.

"Taboga," he says, "is a lovely island, and when you have here a preacher laboring exclusively in your service, he should reside there, and this will probably be necessary after another year."

ASPINWALL.—REV. D. H. WHEELER, *Chaplain*.

This is a new town rapidly growing up on the Atlantic side of the Isthmus at the eastern terminus of the Railroad. The arrivals at this port during the year ending November 1st, 1853, were 239 vessels, with 13,496 seamen, besides, there is a resident population, of about 2,000, most of them American, and throngs of passengers to and from the Land of Gold.

Mr. Wheeler, on his way home, spent a Sabbath here and preached two or three times. So desirous were the people for his return, and so destitute and promising did the field appear to him, that he has decided to make it the place of his future labors. He was appointed Chaplain by the Board at their meeting on the 26th of April, and sailed for Aspinwall on the 5th of May, and is the only Protestant minister in the place.

SANDWICH ISLANDS.

HONOLULU.—REV. SAMUEL C. DAMON, *Chaplain*.

These Islands have ceased to be Foreign Mission grounds, having become Christian, and from some indications it would seem *possible*, if not *probable*, that our Chaplaincies may cease to be *Foreign* Chaplaincies. A fact or two in the history of this Foreign mission may be admissible in this report, as a most conclusive argument that the condition, if not the character of seamen, has been *improved* at these Islands. In the year 1825, the life of the Missionary at Labaina, was in imminent peril, as well as the lives of his wife and helpless children by a mob composed of the captain and crew of the British whale ship Daniel, enraged at the passage of a law by the Chiefs, protecting female virtue and honor, against the brutal lusts of seamen.

In the year 1826, not only the lives of the missionaries, but of the Chiefs, and of the native inhabitants of the town, for the same cause, were threatened under the guns of the United States schooner, Dolphin, commanded by a Lieutenant of the United States Navy, and the law set at defiance, and rendered inoperative.

Would any crew of any nation dare attempt the same outrages now? Can any officers be found so regardless of character, so base now? If there has not been an improvement in character, there certainly has in the strength of

law, and in the condition of seamen at the Islands. But another significant fact, occurring the past year, may serve to show the change.

A Chief from the far off Marquesas Islands with his son-in-law, a Lahaina sailor who had been left sick, by a whale ship at Fatuhiva, had resided three years on the Island, learned the language, married his daughter, and now acting as his interpreter, appeared at the Sandwich Islands, with the urgent Macedonian cry for Missionaries. The cry was heeded, and a new mission established in the Marquesas Group, through the influence of a sailor.

"During the shipping season of the past year," says Mr. Damon, "from September 1st to December 28th, 1853, *two hundred and fifty-two* whale ships, carrying not less than *seven thousand* men, are reported to have touched at the islands; adding to these the vessels of war and merchantmen arriving, and it will appear that not less than *ten thousand seamen* have arrived at the islands within four months." "To meet the spiritual wants of this class of men, more effort has been put forth than ever before. Many extra meetings have been held among seamen by the colporteur of the Hawaiian Tract Society, with encouraging results." Again the Chaplain says, "I doubt not, many seamen have attended meetings at Honolulu this fall, who are savingly benefitted, although they are far away from us." In a more recent communication he says, "At our monthly communions during the four months past, *eleven* had joined the Bethel church. I witness enough to convince me that praying Christians in the United States have abundant encouragement to continue their supplications, in behalf of those going down to the sea."

The era of steam navigation has commenced among the islands, furnishing facilities for a more intimate intercourse among the inhabitants. He speaks of the changes in the mode of conducting the whaling business, and of its moral influence on the character of seamen. Whale ships now often fill up two or three times, transshipping the oil to freight ships, for the United States; consequently crews are discharged and paid off more at the Islands, and are in the habit of shipping for the season. This has caused an urgent necessity for a Saving's Bank for them.

Another probable effect will be the permanent residence at the islands, of the families of Captains and officers of whale ships. The beneficial moral influence is obvious.

LAHAINA.—REV. S. E. BISHOP, *Chaplain.*

Mr. Bishop, as reported last year, arrived at this station on the 8th of February, 1853; met with a most cordial reception from the inhabitants of the place, testified by a donation of \$300, to aid him in the commencement of house-keeping.

A house has been purchased from the American Board of Commissioners, for Foreign Missions, by the Board of this Society, at a cost of \$2000, for a parsonage to this station.

Mr. Bishop has preached to good congregations on the Sabbath. A reading room has been opened by the inhabitants, for their mutual improvement, and that of seamen touching at the port. He mentions one case of earnest enquiry, by an Irish sailor, for the way of salvation.

HILO.—REV. TITUS COAN, *Missionary of the American Board.*

Mr. Coan has for many years labored with much success among the seamen resorting to this port, and still continues his labors among them; though we regret we have not, as in former years, received a communication from him, reporting his labors and successes among seamen.

MICRONESIA ISLANDS.

ASCENSION ISLAND.—REV. S. H. GULICK, *Mis'y of Am. B. of M.*

This Island within the bounds of the present Micronesian Mission, is in

lat, 6° 41' North, long. 158° 24' East. This most interesting mission has been commenced in part probably, through the incidental influence of seamen on the minds of the native chiefs. An argument by the way, that seamen among the Islands are somewhat improved.

Mr. Gulick says in a letter to one of the Secretaries, dated Feb. 7th, 1853. "Since January 5th, 1851, *forty-two* vessels have anchored in this one harbor of Rono Kittie, besides a few others in other harbors of the island. Undoubtedly the number touching here will every year increase." He speaks of the kind treatment the missionaries had uniformly received from the Captains, and of the interest some Captains have taken in Bethel operations here. A house and bowling alley had been purchased of a foreigner wishing to leave the island, by two sea Captains; the house made over to the missionaries, and the bowling alley given to this Society for a Seamen's Bethel. We transcribe the deed of conveyance from the original owner to the Captains; which, though not encumbered with the verbiage and technicalities of law, is straight forward and sailor-like in execution, and the title indisputable.

(COPY.)

ISLAND OF ASCENSION, }
Jan. 25th, 1853. }

This is to certify that I, Elisha Reynolds, now being in my right mind and sober senses, do agree for the sum of sixty dollars, to give to Capt. La Fayette Rowley, and Capt. Joseph R. Gorham, all the right and title I have on the Island of Ascension, consisting of my two dwelling houses, bowling alley and canoe house.

(signed)

ELONZO T. REYNOLDS.

— CORGAT, }
L. H. GULICK, } Witnesses.

Ator'y, N. COLVIN.

The Bowling Alley was to be fitted up for a Reading Room and Bethel, by the natives and residents, and a bethel flag was called for.

The island is described as well supplied with timber for ship building, and very productive; and it is confidently expected by the Missionaries, that at no distant period, the field will be of sufficient importance for the exclusive labors of a Seamen's Chaplain.

STRONG'S ISLAND.—REV. MR. SNOW, *Mis'y of A. B. C. F. M.*

At this island also a few whale ships touch, and Mr. Snow has written for Bibles, Hymn books, and Tracts for seamen, and will devote a part of his labors to them, during the shipping season.

CHINA.

CANTON.—REV. EDWARD H. HARLOW, *Chaplain.*

The openings in California and Australia, and the unsettled state of affairs in China, owing to the revolution in the empire, has tended somewhat to diminish for the time, the commerce of this port. The congregations to whom the Chaplain has ministered, have consequently been smaller than in former years. It is hoped, however, that the Chaplain's labors in Bible and tract distribution, and personal conversation, have not been without good results. A comfortable hospital, long needed, has been fitted up in connexion with the floating Bethel at Whampoa, by the generosity of English and American residents and seamen, and placed under the care of the resident American physician. Quite a number of sick seamen have found kind attentions in it, from the physician and the chaplain.

It is confidently expected that this station, and other ports in China, will, ere long, when the strange and wonderful revolution in the empire shall have been completed, become more important and interesting than ever before.

ST. HELENA.

REV. JAMES MCGREGOR BERTRAM, *Chaplain.*

Mr. Bertram arrived at his station in October, to renew his labors among the many seamen touching at this port, and the grateful congregations he had previously gathered on the island;—grateful to him for past missionary labor, and through him to the American churches, for benevolent aid. Owing to a change in *port charges and regulations*, it is expected there will be an increase of shipping at the port, and a necessity for a chaplain's entire labors among seamen.

WEST INDIES.

ST. THOMAS.—REV. ELISHA WHITTLESEY, *Chaplain.*

At a meeting of the Board in November, the Rev. Elisha Whittlesey was appointed chaplain at this port, in place of Rev. T. H. Newton, resigned. He arrived at his station December 16th, 1853, was most cordially received by the citizens, merchants and sea captains. Of the *importance* of the station, in a recent communication, he says, "Its importance as a Chaplaincy station of the Seamen's Friend Society is unquestionable. Vessels are constantly arriving from all parts of Europe, from the Atlantic and Pacific shores of the Western Continent, and the far off Isles of the Pacific. Many are driven or put in here for supplies or repairs, which lie here often for weeks, sometimes for months. From *thirty to sixty* sail are constantly riding at anchor in our beautiful little harbor; among which the stars and stripes predominate. Often and at certain seasons of the year this number is greatly increased." Again he says, "In estimating its importance, we should not overlook the facilities for circulating the Scriptures, Evangelical books, and tracts in Romish and *formally* Protestant lands in Europe, the West India Islands, and the South American States. I have distributed the Word of God and religious tracts in nearly all the languages of Europe; and the avidity with which these rough sons of the ocean receive and fall to the perusal of the books and tracts, especially those in Foreign languages, is perhaps the most pleasant feature of my labors. It is sowing the good seed of the kingdom in the field which is the *world*."

The chaplain has preached to attentive and often deeply interested congregations, varying in number from *twelve to forty*, on ship-board on the Sabbath. He mentions a few cases of series inquiry after the way of salvation. He speaks also of the interest seamen often manifest in the Chaplains at other stations, as at Rio and the Sandwich Islands. During the distress and suffering occasioned by the yellow fever, last year, a hospital has been provided by the citizens, for sick seamen. The Board would thankfully acknowledge the interest and labors of Rev. Mr. Knox, and other pastors in St. Thomas, among the sick and dying seamen at that time.

FRANCE.

HAVRE.

The Rev. C. C. Adams, after having labored at this important port for *ten* years, felt it his duty to resign the Chaplaincy, much to the regret of the Board, and the congregation in Havre, and sailed thence on the 8th of June, 1853. Owing to some disappointments and failures in our negotiations, the Board have been unable as yet to fill the vacancy, though it is hoped soon to have another man in the field. There has been occasional preaching in the Bethel since Mr. A. left, and part of the time an evening service by a resident English clergyman. The reading room has also been kept open for sailors.

MARSEILLES.—REV. M. JOHN MAYERS, *Chaplain*.

There are occasionally *eight* or *ten* American merchant ships in this port at a time, and our men-of-war often lie here for weeks. The Chaplain is sustained principally by the British Government to labor among the larger number of British seamen. The Board have appropriated a small amount to aid him in his labors among *our* seamen also.

As by the port regulations neither light nor fire is allowed on shipboard in port, the Chaplain urges the necessity of a reading-room, as a place of resort for seamen; and a place of meeting them for social and moral improvement. He has visited regularly the American ships, distributed tracts and Bibles, and conversed personally with officers and crews, and persuaded some of them to attend public worship on the Sabbath.

He speaks of the regular attendance at church of Capt. Ingraham, and the officers of the U. S. ship *St. Louis*, and of their uniform kindness; and also of Commodore Stringham, and the officers and crew of the U. S. ship *Cumberland*. He speaks also of the kindness and upright conduct of some of the officers in our merchant service, and of the skepticism and gross infidelity of others. His most successful labors have been among the sick in the hospital. A few have given some evidence of a change of heart and life; one had died a triumphant death.

BORDEAUX.—REV. J. L. SCHIEF, *Chaplain*.

From *thirty* to *forty* American vessels visit this port annually.

The Chaplain's labors are devoted chiefly to the Dutch, Danish, Swedish, Norwegian, Russian, and Prussian seamen, to many of whom he preaches the Gospel in their own language. In addition to this, he visits the American ships, and distributes Bibles and tracts in the English language. He is in a position for the distribution of the Scriptures in almost every language in Europe, among the seamen of all nations.

DENMARK.

COPENHAGEN.—PETER E. RYDING, *Sailor Missionary*.

Our devoted Sailor Missionary, F. O. Nelson, after having labored under the patronage of this Society for nearly *ten* years in Sweden, and having awakened a religious interest, still spreading among the people of that land,—for which he was banished from his native country,—has labored with much success among seamen in Denmark since July 5th, 1851, till the month of April of the past year; when he found it his duty to conduct over *one hundred* of the persecuted Christians in Sweden,—many of whom had been converted through his instrumentality,—to this country, for a refuge from the persecutions, and the storm gathering and ready to burst on Europe. He arrived with his flock in New York last June, having had an interesting work of grace among passengers and crew on the voyage, and is at present laboring among the Swedes and Norwegians in the State of Illinois.

Mr. Peter E. Ryding has been appointed in his place in Copenhagen.

SWEDEN.

GOTLAND.—J. LINDALIUS, *Missionary*.

This converted sailor and missionary is still laboring with his accustomed zeal and success. In a communication he says: "Notwithstanding the raging of the enemy, the Lord's work is successful unto the conversion through grace of many souls, and of all ages." And again: "There are somewhat above *three hundred* souls who seriously pray to the Lord our God, that through his grace, He would bless all the undertakings of your Society."

He mentions three hopeful conversions at Stockholm during a visit he made at that metropolis, to attend a meeting for the promotion of religious liberty.

Our old, long-tryed and judicious friend, Mr. Keyser, a resident of this city, has died during the year. An earnest appeal has been recently made to the Board for the appointment of another sailor missionary at Stockholm, to take the place of A. M. Ljungberg, resigned on account of ill health.

GOTTENBERG.—E. ERICKSON, *Missionary*.

This active missionary has continued his visits to seamen on shipboard and in their boarding-houses; has distributed many Bibles and thousands of tracts. In one communication he says: "Depraved as our seamen generally are, yet it is evident that good has been done among them. I frequently meet with such cases that will make the hearts of angels and good men to rejoice. Yes, thanks be to God! It is not now a rare case to meet with stout-hearted seamen who are anxiously inquiring the way to Zion, and others who rejoicingly pass on in the right course for the New Jerusalem." He speaks of extensive and interesting revivals of religion in various parts of the country, with persecutions, and fines, and imprisonments, on this field of F. O. Neilson's former labors and influences, yet operative and spreading. In one instance a tailor had been instrumental in the conversion of several, and had collected a little flock of the faithful. On his trial before the Court, was the instrument of the awakening and conversion of a Bishop, by retorting upon him our Saviour's reply to Nicodemus,—"Art thou a master in Israel and knowest none of these things?" The Bishop now preaches the faith he once destroyed.

BRITISH AMERICA.

ST. JOHNS, N. B.—REV. E. N. HARRIS, *Chaplain*.

This station is one to which the Board have extended aid in the time of its infancy. It seems fast growing to the vigor and maturity of manhood.

Through the activity of the very efficient Chaplain, early last year a Sailor's Home was opened, capable of accommodating *sixty* boarders at a time. It was soon filled, and *ten* applicants a day sometimes turned away for want of room. *Twenty thousand* dollars have been subscribed by the citizens of St. Johns, and six thousand granted by the Provincial Parliament, a site purchased, and arrangements making for the erection of a large and commodious Sailor's Home. "Indeed it is heart-cheering," says the Chaplain, "to find gentlemen, who laughed at our supposed weakness and folly eight months ago, now among the first to contribute and cheer us on." While the Chaplain has thus labored in this important enterprize, he has not forgotten the preaching of the Gospel to seamen, and the more direct labors for their conversion to God.

The Board most cordially greet our British friends on their liberality and success in the good work.

UNOCCUPIED PORTS.

We have thus in our review passed around the globe, and found our Chaplaincies in almost every quarter of the world, and our Chaplains and Missionaries zealously and successfully laboring among the thousands of seamen resorting to them; let not our friends, however, think that the work is done, or withhold their hands from giving, or their hearts from prayer.

Important ports are open to us, had we the men and the means to fill them;—in *China*, in *India*, in *South America*, in the *West Indies*, and other islands of the sea.

AIDED AUXILIARIES, IN OUR OWN PORTS. MAINE SEAMEN'S UNION.

By an arrangement with the Maine Seamen's Union, an Agent of the American Society, the Rev. Wm. Bushnell, occupies this field in collecting funds for the general objects of the Society, while a small amount is guaranteed, to be raised principally in Portland and immediate vicinity, for the support of the

PORTLAND BETHEL.—REV. J. R. FRENCH, *Chaplain*.

In a recent communication, Mr. French says: "The Lord has moved the friends of the sailor to engage in the establishment of a Home for seamen in Portland, and some \$10,000 have been secured for this object, a beautiful location on which there is a fine house purchased, a charter obtained from the Legislature, and Capt. C. T. Bailey, of Boston, secured to take charge of it when it shall be in readiness for occupancy."

"During the year there has been some pleasing religious interest, *ten* or more hopeful conversions; *three* added to the church, who have proved themselves to be worthy members. About 62,000 pages of tracts have been distributed among the shipping and sailor boarding-houses; steamboats and other vessels have been gratuitously supplied with Bibles to the amount of some \$85. *Seventy-nine* sailors have pledged themselves to total abstinence from all that intoxicates, and have received each a Bible with the pledge."

BOSTON SEAMEN'S FRIEND SOCIETY.

By an arrangement with this branch of the American Society, an Agent, the Rev. S. W. Hanks, occupies Massachusetts in raising funds for the general cause, a portion of which is retained for the objects of the Society in Boston, and the balance paid into the treasury of the Parent Society. Under the care and direction of this branch is

THE BOSTON SAILOR'S HOME.

A model institution of the kind for this country and the world, kept by Capt. J. Chaney. The number of boarders received into the Home for the year has been 2,387. The number of shipwrecked and destitute seamen aided, 118, at an expense of about \$537. The Society has also sustained preaching to seamen during the year at the

MARINER'S CHURCH, *cor. of Sea and Summer sts.*—REV. G. W. BOURNE *Chaplain*.

For a detailed account of the operations of the Boston Society we must refer to their own forthcoming Annual Report.

PROVIDENCE, R. I.—REV. J. O. BARNEY, *Chaplain*.

Mr. Barney has kept up an evening service for seamen a part of the year, under the direction of the Providence Ladies' Seamen's Friend Society, and sustained by a small appropriation out of the funds collected in Providence for the general cause. Mr. Barney has also visited the sick among them, relieved the destitute, and distributed many thousands of tracts and religious books among the thousands of seamen frequenting this port. In a communication he says: "There have been a number of instances of reform in reference to intemperance, profanity, and other vices, I every year witness improvement

among seamen. They all come into port sober, and were they not tempted by those on shore, would be temperate men. So far as the Maine Law has been enforced in this city, the effect has been good, and many sailors say, they wish it were rigidly enforced; then they would be sober men, and keep their money." He speaks also of the good evidence some seamen give of the genuineness of conversion under his ministry of former years.

NORFOLK SEAMEN'S FRIEND SOCIETY, VA.

The Board last year made a small appropriation to aid this Society in relieving itself from the loss occasioned by the burning of the Bethel in Norfolk. The Bethel has been rebuilt. There has been regular preaching once a Sabbath to respectable congregations of seamen by the different pastors in the city. The Society has on hand \$11,345 towards the erection of a Sailor's Home; is about to purchase a site and commence the building. A faithful seamen's Chaplain, and means to sustain him, are greatly needed in this port.

WILMINGTON SEAMEN'S FRIEND SOCIETY, N. C.—REV. WM. J. LANGDON, *Secretary*.

Over *eight thousand* seamen engaged in the foreign and coastwise trade annually arrive at Wilmington. The Board have extended aid to this Society in their efforts to erect and furnish a Sailor's Home in this port. Chiefly through the efforts of their energetic Agent, Rev. Mr. Langdon, about \$12,000 have been secured for the object, a site purchased, with a house, now partially occupied, but about to be fitted up for a more commodious Sailor's Home. It is hoped that this efficient auxiliary will soon have a Bethel also, and a faithful seamen's Chaplain to labor among these thousands.

MOBILE PORT SOCIETY, ALA.—REV. A. McGLASHEN, *Chaplain in the City*; REV. JOHN GRIDLEY, M.D., *Chaplain in the Bay*.

As noticed in the Report of last year, Mr. Gridley was appointed by the Board to labor as Chaplain and Physician among the thousands of seamen in the Bay of Mobile, during the shipping season, and as Agent to raise funds among the churches South during the remaining months of the year. He entered upon his service the *first* of May, 1853; arrived in Mobile the middle of December. The Bethel ship was fitted up, both for a Bethel, and Hospital, and residence for the Chaplain, and dedicated on the 5th of February, 1854, and is riding at her anchors among the shipping in the Bay.

During the month of March there were regular Sabbath services. *Twenty-seven* had been received into the hospital, *twenty-one* had been discharged, and *two* had died.

In connection with the morning and evening prayers, the Chaplain has a Bible-class on board. The Chaplain is not without encouraging indications that souls have been benefited as well as bodily maladies healed.

Says the Chaplain: "I have never before so fully realized the importance of the work of our mission in the Bay, comprising as it does efforts to relieve the bodily sufferings, and to administer to the religious wants of the often uncared-for "sons of the sea."

It is in contemplation to have on this ship a reading-room, post-office, and a Bay light. May it be a light indeed to guide many a mariner to the Haven of eternal rest.

The Sailor's Home in the port, and the Bethel on land, are still in successful operation, under the ministry of the Rev. A. McGlashen, and sustained by the Port Society.

NEW YORK PORT SOCIETY.

By an arrangement with this oldest Seamen's Friend Society in the land, a

share of the funds collected for the cause of seamen, from the churches in this city, is appropriated towards sustaining its Chaplaincy.

The past year has been a year of loss and mourning to this Society, to many seamen frequenting the port, to many poor in the city, and to the friends of seamen generally.

Father Chase, one of the members of the Board, so long and so well known among seamen, after having preached the Gospel with so much faithfulness and affection to them for *thirty-three years*, has closed his career on earth. His last sermon in the Bethel, which he preached with such unction and earnestness, "as though he ne'er should preach again," was from the text, Job vii. 16, "I would not live always." The Thursday following, 7th of July, he was attacked with paralysis, occasioned by congestion of the brain, and in thirty-two hours entered into everlasting life. Anson G. Phelps, also, one of the earliest friends of the cause, at one time President of the Society; and Capt. William A. Spencer, of the U. S. Navy, both members of the Board, have died within the year.

Preaching has been regularly maintained in the Bethel in Roosevelt street by stated supplies; and efforts, as yet unavailing, have been made to find a successor to Mr. Chase.

On account of its supposed bad location, the Bethel has been recently sold, a church in Monroe street temporarily rented until a better location can be secured, and a new Bethel built.

SAILOR'S HOME.—CAPTAIN D. TRACY, *Superintendent*.

The Home, after having been occupied for *eleven* years, has been thoroughly repaired, painted, and refurnished, and made thus more attractive and comfortable to its increasing number of boarders. Mr. Daniel Tracy took charge of the Home on the 1st of May, 1853. The number of boarders for the year has been 3,460; whole number since the house was opened, twelve years, 40,056. The number of shipwrecked and destitute seamen relieved during eleven months is 140, at an expense of \$646 68. Temperance meetings in the large hall of the house are kept up once a week; sailors often take part in these meetings, and give them no little interest; during six months of the year 200 have signed the temperance pledge, and it is estimated that about \$10,000 have been deposited by boarders in the Savings Bank, besides about \$30,000 carried away with them to their homes. There has been a tolerable attendance at the religious service morning and evening, and at the weekly prayer-meetings. The prospects of the institution for extensive and permanent good to the sailor were never perhaps more encouraging.

COLORED SAILOR'S HOME.—MR. ALBRO LYON, *Superintendent*.

This Home, which has sometimes been aided by the Board, has received the past year 533 boarders, 35 of whom have been relieved, at an expense of \$690 26 by Mr. Lyon, a large share of which has been honorably repaid. It is exerting a good influence upon the colored seamen of this port; many of them are becoming provident in their habits, and saving their money for their own thrift and comfort.

SHIPS' LIBRARIES.

A number of ships have been supplied with libraries to the amount of 1,167 volumes, at an expense to the Society of \$216 39. Through the agency of Mr. Pierson, Agent of the Marine Bible Society, a number of owners have been induced to purchase libraries for their ships, and thus extend the good influence of a better sea literature. A larger number of sea captains and officers are taking a deeper interest in the work of Bible, book and tract distribution than in former years, and with obvious good results in many instances.

Through the same agency 7,600,000 pages of tracts, in various languages, have been put on board ships sailing from this port, for distribution through the world.

Hopes were entertained a year ago, that a considerable legacy devised for this specific object, would have been available ere this to carry out the will of the testator, but the will has been contested, the case carried up to the Supreme Court, where it now rests undecided.

SAILOR'S MAGAZINE.

"We are now issuing the *twenty-sixth* volume of this periodical. Although there has been a considerable increase in the subscription list during the year, it is not now, nor ever has been, sustained wholly by its paying subscribers. Yet its agency among the friends of the cause is found to be indispensable, and in an indirect way, financially profitable to the Society.

It is found to be a welcome companion to the sailor in the fore-castle, and the Board regret we have not the means to give it a wider gratuitous distribution among seamen. Its monthly issues are now 8,500 copies.

KINDRED SOCIETIES IN THE U. S.

Under this head we include all those local Societies, some of them under denominational patronage, co-operating with us in the work of reforming seamen, though independent of our aid or control.

They are located in all the principal seaports of the United States and on the Western waters. On account of the unusual length of our Report, we cannot enter into our accustomed details of the doings of these auxiliaries.

SAN FRANCISCO, CAL.—REV. MR. TAYLOR, *Chaplain*.

There is in this port a floating Bethel and an efficient preacher to seamen, sustained by the citizens of the place.

NEW ORLEANS, LA.

There is in this city a Sailor's Home and two seamen's preachers. The Port Society has formerly received aid from the American Society.

The number of boarders received into the Home during 1853 was 1,753,700 of whom have attended religious services. About 1,000 were foreigners. Efforts are now making in New Orleans to raise \$15,000 to complete the original design, by erecting the front building of the Home; a considerable portion of which sum has been secured. "The boarders," says the Superintendent, "as a body, have conducted themselves with propriety and decorum. There had not been half the difficulty in their management as formerly. In the temperance cause there is a marked improvement." A combined and violent effort had been made by the rum landlords to prevent seamen from entering the Home, or shipping from it. This violence has thoroughly aroused merchants and citizens to action, which it is hoped will result in the overthrow of the system of "advance wages," and rum landlords with it.

SAVANNAH, GA.—REV. T. HUTCHINS, *Chaplain*.

In addition to the Mariner's Church in this port is a SAILOR'S HOME—CAPT. O. C. PARKER, *Superintendent*. About 1,000 sailors have boarded at the Home within the year.

"Their deportment," says the Superintendent, "has been decidedly better than in any previous year. Many of the boarders have carried away money with them. Several have become serious, and resolved to seek the Lord as their portion." A new and larger building is much needed.

 CHARLESTON, S. C.—REV. WM. B. YATES, *Chaplain*.

"There has been," says the Chaplain, "a good attendance at the Bethel. Several hopeful conversions have taken place during the past year. I have lately heard of not a few who signed the temperance pledge in our Bethel years ago, who are now occupying offices of profit and trust. A number of sailors who signed ten years ago are now captains of first class vessels in Europe and this country."

The merchants have contributed \$3,510 50, and paid the debt on the Sailor's Home. The number of seamen who have been boarders is 450, some of them at several times within the year.

BALTIMORE.—REV. H. BEST, *Chaplain*.

In this port is a Sailor's Home and Bethel, and a faithful Chaplain.

PHILADELPHIA.

More than *one thousand* have been admitted into the Sailor's Home within the year; a good number of these have signed the temperance pledge. Several have become members of different churches. There are *four* sailor's churches in this city. The Colporteurs among seamen have sold or given away *three thousand* Bibles and *five thousand* Testaments during the past year.

NEW BEDFORD.—REV. MOSES HOW, *Chaplain*.

A good Sailor's Home, the gift of one benevolent lady, and a Bethel poorly sustained by the citizens.

BOSTON.

Exclusive of the Boston Society's Home and Bethel, there are *four* seamen's preachers, and Capt. Sullivan, the "Marine Missionary," at large, all actively and successfully engaged in saving the souls of seamen; and a good Sailor's Home at North Square, and several other good temperance boarding houses for seamen. The keepers have entered into a combination to ship no more seamen on the Sabbath. The Maine Law is working favorably for seamen.

SALEM.—REV. MR. CARLTON, *Chaplain*.

Two temperance boarding-houses for seamen and a Bethel.

NEW YORK.

In this city, and Brooklyn, and at the Snug Harbor, and the Seamen's Retreat on Staten Island, are *ten* ordained ministers preaching the Gospel to seamen under the Bethel flag; besides several lay colporteurs distributing Bibles and tracts in many languages among them with various success and good results. Eight of these seamen's preachers are sustained by the churches of the different denominations; one at the Snug Harbor by the Randall legacy; and one at the Retreat by the State. There are *four* good temperance boarding-houses for seamen, and of considerable size, besides the Sailor's Home, and the Colored Sailor's Home.

THE SEAMEN'S SAVINGS BANK

Has now about \$6,000,000 on deposit, over \$2,000,000 of which belong to seamen. \$40,000 are known to have been deposited by seamen during fifteen consecutive days. This fact alone is an argument that outweighs a thousand assertions affirming "that seamen are not improved."

of sailors' money from savings banks, and disperse it among the "sharks," and draw other *millions* from the happy homes of the sailor's wife and children, and turn these into *homes* of desolation and want; to break up all our Foreign Chaplaincies, drive those devoted men home, and in many a debauched and sickly port, leave the sailor's death-bed as cheerless, as hopeless as the gateway of despair; to turn the quiet of your Sabbaths in every port into the bustle of the great lucky sailing day, and tumble on board your drunken, debauched crews, and add to your ships' stores the *necessary barrels* of rum and whiskey, and wreck many of them because the captain was drunk, or because in the midst of the peril the crew had taken to the whiskey barrel, to have the benefit of dying while drunk, and turn the government of law on shipboard to the government of the handspike, and the quiet, respectful order and reply, to the foul blasphemies of Pandemonium, and settle every, and *many* petty broils by a few fairly dealt rounds of "fisti-cuffs;" to make the stars and stripes—the flag of his beloved land, a terror to every missionary on the globe; to drag down from stations of trust and respectability many a sea captain, and rich merchant too, to become again the beastly, drunken, rolling sailor, and strip the church of some of its brightest ornaments, and plunge them back into the mire and filth of sin. Nay; it must assail Heaven, and drag thence thousands of redeemed ones, and drive them to eternal wailings; and turn back the increasing flow of the Church's gold and silver in the work, and dry up the gushing fountains of her benevolence, and wither every sympathy of the Church for the sailor, and close Heaven to her every prayer, and every returning answer, and throw around her vision fixed on this dark mass of men, the gloom of the night of utter hopelessness and despair.

When this Vandal work is all done, then turn the dial of time forty years back, and you have simply the state of things before Stafford, and Eastburn, and Jenks, and Chase begun: and who would, might croak amidst the gloom of the night of this desolation, "*Your enterprize among seamen is a failure.*" "*Seamen are only growing worse.*"

It is too late in the day to roll back such desolations. The reform has made, and is making progress. The work cannot be undone. It must and will go forward to completion. We hail the somewhat restless and earnest movements and measures of merchants in all our large ports, to increase the number and efficiency of our seamen as auspicious signs, and sure proofs of progress. We suggest a better way, however, than petitioning Congress and Legislatures, who are generally so occupied with their own peculiar business as to have little time for anything else. Let merchants unite in all our principal ports, and organize Boards, and furnish capital to commence nautical schools for boys, and agencies to gather in the idle lads, and boys from the country wishing to go to sea. Once under way, it will be easy to get appropriations from Congress, out of a full treasury, in aid. Let inducements be offered to better men, by better wages paid when, and only when earned. Let the ship be arranged to accommodate the sailor as if he were a *man*, and have its library of science, of literature, and religion; and since our ships are growing to the size of Noah's Ark, why should they not like the Ark contain the whole family, especially of masters and officers? If *two* millions of men must inhabit the ocean, why must they be doomed to dwell alone? It will not always be so, we see signs of change. Almost all our Foreign Chaplains speak of the increasing number, and good influences of captain's wives residing on ship-board, and making the ship a happy home. There is work on ship-board that can be performed by stewards' and sailors' wives. We merely offer the suggestion. The time may come when economy and profit to the owner will dictate the employment of sober married men as seamen, rather than the single, riotous, and prodigal. Let interest, and benevolence, and enlarged philanthropy bring to the aid of this work every man, and means to improve and elevate, and render honorable and honored all the agencies and influences of American commerce. Let the whole Church of God pray the Lord of the Harvest to send forth laborers, and furnish means, till there shall be Homes, and Bethels, and Chaplains in every

WESTERN WATERS.

On the various channels of our inland commerce, THE AMERICAN BETHEL SOCIETY, and THE WESTERN SEAMEN'S FRIEND SOCIETY, and the PHILADELPHIA SABBATH ASSOCIATION, have been pursuing their work with diligence. The former has sustained on the canals of New York and New Jersey *twenty-three* missionaries, besides chaplains at Buffalo, Whitehall, and on the Hudson River, and raised for their support \$8,175. There is also a Bethel and chaplain at Albany, sustained by the citizens. The Western Seamen's Friend Society has sustained twenty-one laborers, missionaries and chaplains on the Western lakes, rivers and canals, and has raised for their support \$10,000, besides \$20,000 more which has been expended in the erection of chapels. The Philadelphia Sabbath Association has sustained *eight* chaplains and missionaries on the canals of Pennsylvania, and have raised for their support \$2,864 68.

FINANCES.

The total receipts of the year ending May 1st have been \$27,724 91, which is an increase of \$2,441 29 over last year. The expenditures during the same time have been \$27,389 60. This does not include the receipts into the treasuries of the local Societies on our seaboard and at the West, which must amount in the aggregate to over \$60,000 a year, for their current expenses, besides more than \$65,000 raised principally during the past two years for the erection of Bethels and Sailor's Homes.

A more detailed statement of receipts and expenditures is found in the Treasurer's Report.

CONCLUSION.

In view of the history of the Society's operations the past year, its present position, after near thirty years of toil, in the foreign field and at home, and by the co-operation of its auxiliaries, we ask again, is it *true*, "that nothing is doing, nothing done"? "No improvement made, but seamen are getting worse and worse."? While we appreciate fully the difficulties of owners and officers in consequence of bad and incompetent seamen, and the entire sincerity with which the assertion is often made; while we admit that there were never so many bad men in the increasing mass; we assert at the same time, sustained by the facts in the Report, that there were never so many competent seamen, so many moral and religious men and officers among them as now. While we have admitted fully in the introduction to the Report, all the truth there is contained in the assertion, and pointed out somewhat at length, some of the chief causes of the deterioration of seamen,—found in the increase of the number,—the foreign element,—the bad government,—the inadequate wages,—the deprivation of social and moral influences; causes not under our control, but to some extent under that of those pressed most with the difficulties; we cannot for a moment admit the truth of the broad assertions, "that no advance has been made in their reform;" "that they are worse now than thirty years ago." No improvement! To render the assertion *true*! some Vandal power must be let loose, to raze to the ground more than *sixty* Bethels in the principal ports of this and other lands, and seal the lips of more than *sixty* ordained Chaplains, and turn as many sailor congregations away from the invitations of the gospel, back to the noisy corrupting throngs of strange cities, without a Sabbath or a house of prayer; to bind the hands of as many lay missionaries and colporteurs, now scattering the Word of God and evangelical books over every sea; to ransack almost every fore-castle and cabin, and steal thence every Bible and Hymn Book, and the living words, and burning thoughts of the mighty dead, and replace them with the licentious, debasing sea literature of former times; to demolish every Sailor's Home and Temperance Boarding-house, and turn their thrice ten thousand inmates from comfort and respectability, back to the drunken, filthy dens of shame and infamy; to draw out more than *two millions*

port on the globe; and the Board will cheerfully toil on till the triumph predicted by the Prophet is achieved, "The abundance of the sea converted to the Church."

Panama Chaplaincy.

PANAMA, APRIL 24th, 1854.

Messrs. Eds.—I have been called to-day to perform a melancholy duty—viz. to bury a most estimable man, who perished in a worthy cause.—

All your readers are aware, that in consequence of the stories of Dr. Cullen, adventurer, and after him of Mr. Gisborne, C. E. of England, the U. S. government, in conjunction with those of France and England, determined to send an expedition to explore the Isthmus of Darien with the view of constructing a ship canal from ocean to ocean,—and accordingly the U. S. sloop of war, *Cyane*, Capt. Hollins, landed a party at Caledonia bay for that purpose. This party, under the command of Lieut. Strain, started for the Pacific, guided by charts and directions, which Cullen and Gisborne, had made *as they said*, from personal exploration. But these guides misled the party, so that by the time their provisions were spent, they found themselves on the banks of a river more crooked than any serpent could make itself, many miles from the ocean, (they had no idea how many,) and the only hope of life left to them was to cut their way through a dense cane-brake, (so to call it,) of thorny plants, till they should come to tide water.

This therefore they tried to do,—and perhaps men never suffered more than they did in this attempt. They had no food, in their knapsacks, they could get none from the wild Indians on the route, who always fled on their approach, burning their huts and canoes as they approached,—they could not procure game except now and then a pheasant or turkey buzzard, and were driven to sustain life by munching the "trupa" a hard and acid nut, totally inedible except in case of extremity,—and these, they could procure only in limited quantities.

In this awful condition, hungry, thirsty, and naked, they toiled on for an almost interminable *two months*, hanging continually between hope

and despair, till at last the Pacific appeared to view. But six of the party, wholly worn out by hunger, fatigue and suffering, one by one laid down and died in the wilderness. But those who were so fortunate as to survive their sufferings, were received on board the British war-steamer *Virago*, and brought safely to this place—"safely," all but one,—one more must die. He was an engineer, from Ohio, a personal friend of Lieut. Strain, and on that account had volunteered to attend him on this expedition. He was a man of estimable character, wealthy, and engaged to be married. It was thought he would not survive to reach this place, but he was alive when the vessel came, and was carried immediately to the American hospital, where I found him.

He was a mere skeleton—almost the shadow of a man,—his countenance was distorted and discolored,—all his front teeth had been corroded and broken out by the hard and acid nuts on which he had lived,—the whole surface of his mouth and tongue were furred like velvet with a yellow coat,—his eyes were covered with a thick white film, and he was evidently dying. Yet he was perfectly sensible, and though too weak to speak aloud, he talked with me on the state of his soul. I did all I could for him in his extremity, and left him with God. In the morning he was dead,—the thirteenth victim (the 7th from the *Cyane*) of the duplicity, as it now seems, of Cullen and Gisborne. A large concourse of the chief foreign residents of the place testified their respect for the man, by following his body to the grave,—and there we prayed that God would make his death the means of advancing the good cause in which he lost his life.

He was a stranger to us all, but we respected and loved him for his work's sake, and as we stood around his grave, our prayers and sympathies went forth for those on whom this stroke must fall, suddenly and heavily. He too, sleeps among this crowd of strangers till the general resurrection.

J. ROWELL, Chaplain.

NAVAL JOURNAL.

Deaths in the Seamens Retreat Staten Island.

Name.	Age.	Birth place.	Died.
Peter Lund,	27	Sweden,	Jan. 1, 1854.
John W. Headley,	36	Dist. of Col.,	" 1,
Charles Henning,	43	Germany,	" 6,
James M. Pearson,	23	Maine,	" 8,
John A. Jordan,	24	Dist. of Col.,	" 13,
Nehemiah Baker,	17	Mass.,	" 23,
Charles G. Rihbe,	31	Sweden,	" 23,
James Jacobs,	44	Norway,	" 26,
John Molyneaux,	45	England,	" 31,
John ———,	22	China,	Feb. 5,
John Dow,	37	Dist. of Col.,	" 6,
George Lewis,	39	Havre de Grace,	" 6,
Morris White,	25	Nova Scotia,	" 14,
James Partridge, (Col.),	27	Barbadoes,	" 14,
Stephen A. Carson, (Col.),	48	France,	" 22,
William H. Selsby,	34	England,	" 23,
Henry Fisher,	16	Germany,	" 26,
William James, (Col.),	39	N. C.,	" 27,
George Farau,	30	France,	Mar. 17,
Peter Lazara,	43	Palermo,	" 23,
Thomas Edee,	35	England,	" 23,
Robert Schoolcraft,	46	N. Y.,	" 24,
George Wheatly,	58	Portugal,	" 25,
Alexander Robinson,	26	R. I.,	" 26,
John Sears,	23	N. C.,	" 26,
Mathew Nelson,	31	Norway,	April 1,
Abraham Jackson, (Col.),	40	Md.,	" 6,
William Wilson,	27	N. Y.,	" 7,
Ezra Mather,	54	Conn.,	" 17,
John Nelson,	77	Sweden,	" 18,
Walter Carroll,	22	England,	" 21,
Henry Watkinson,	36	England,	" 21,
Charles Lambert,	29	Prussia,	" 23,
John McDermot,	28	St. Johns,	" 26,
Patrick Berlinda,	25	Manilla,	" 28,
John Lizelier,	50	N. Y.,	" 29,
John Harrington,	42	Ireland,	" 30,

"Who slew all these?" In run- } minded of one brought to the hospital
ning the eye over the list, I am re- } by his landlord, who informed the

physicians that "the poor fellow had been drinking very hard—arrived two weeks since from the East Indies—was paid off with \$200—all gone—and more too—has a wife and several children down East—told him he was a fool to drink so—ought to let me send some of the money to his wife," &c., &c. (Some landlords do not appear to have the faculty of influencing seamen to remember their families; keepers of Homes, conducted on temperance principles, are generally much more successful in this good work.)

Here is another murdered victim, who claims a passing notice. Was shot by the mate while passing down the Bay—was brought into the hospital about 24 hours after the occurrence—where he lingered in great agony for several days, and died—leaving a wife in the city.

Here is another as really murdered as the last named. Was brought here in the most pitiable condition imaginable, from the ship —, from Liverpool. Had a rough passage—poor provisions and hard usage. Ten days out, only one half of the men were fit for duty. Ten days before their arrival he gave out—was left without medicine or food—was sent on shore by the Health Officer at Quarantine, as wretched a spectacle of neglected suffering humanity as can be conceived—without hat, coat, or shoes—helpless, and rolled up in his filthy blankets. Almost his last words were—"I am a murdered man, but I forgive all who have injured me."

Concerning the state of mind, the religious experience of this last, I might say much. He was an intelligent man—had for years been an official member of the Methodist church in —, where his widow now re-

sides. In an evil hour he forsook his peaceful home and embarked upon the stormy deep. He forsook God, and followed the multitude in the way of evil. But his sinful career was destined to be but a short one—God arrested him in his downward course. He was placed in circumstances to review the past, and reflect upon his degraded, suffering condition.

When I first visited him in the hospital he was in a very hopeful state of mind—upon the next day I found him happy in God, rejoicing in the Saviour. In this happy frame of mind he continued unto the last. Upon my last visit to him I read several portions of the Scriptures adapted to his experience, and prayed with him. When I concluded, he followed in a prayer, which plainly showed he was no novice in this line of duty. That day was his last—which was about the twentieth after his admission.

Friends wishing further information concerning any of the above list, may address me at Stapleton, S. I., New York.

D. E. FRAMBES, *Chaplain.*

DISASTERS.

Schr. TALBOT, Whittemore, hence for Attakapas, came in collision, night of 10th on the North side of the Bahama Banks, with the barque BERTHA, Smart, from Norfolk, and immediately sunk. Capt. Whittemore, his crew (five in number) and one passenger, were taken off by the BERTHA, and carried to Havana.

Schr. Manhattan, of and from Bangor for Philadelphia, is a total wreck, about 15 miles S. of Barnegat. All hands lost, except one seaman named George Griffiths.

Brig Octavia, Sproull, of Frankfort, Me., from Norfolk, was the brig before reported ashore at Lewes, Del. She is a complete wreck, mainmast gone, and cargo floating along the beach. A letter received by Elwood Walter,

Esq., dated Lewes, 18th inst., says:—
 “Her crew were taken from her fore-top yesterday at 4 o'clock, all alive, by the exertion of Mr. Walter and others, who were engaged most of the day designing plans for their rescue. We have but one surf boat on our coast, from Bombay Hook to Chincoteague, and no proper means of saving life and property in immergent cases.”

The barque *Frutur*, at Boston from Messina, fell in with the brig *Vesta*, Ellis, from Halifax for Pernambuco, and took from her Capt. Bowen and six of the crew of the Br. brig *Eagle*, from Halifax for Liverpool, which vessel was abandoned 2d ult., lat. 41½°, lon. 60°, with five feet water in the hold.

Br. barque *Mary*, from Liverpool Jan. 8th, for Boston, has been totally lost in the ice; no particulars.

Br. schooner *Exchange*, from Nassau, N.P., is reported by telegraph to have been run into by steamer *Hugh Jenking*, while going down the *Patapasco*, which cut the schooner through to the fore-castle, causing her to sink immediately.

Br. brig *Midas*, from Callao for Cork, is reported by telegraph to have been fallen in with, no date, lat., &c.. dismasted and in a sinking condition, by ship *Beatrice*, from Callao, which took off the captain and crew, and carried them to Norfolk.

Ship *Saxony*, Chase, from Boston for Matanzas, ashore above Cape Florida, reported having calm weather in the Gulf, and not being able to stem the eastern set, ran in and anchored close under the land. Very soon after a breeze springing up from off the land, set sail and weighed anchor. Before way was got on the ship, the under current and ground swell caught her and bore her directly on the beach.

Schr. *Coral*, Smith, from Hancock, Me., for Boston, was totally lost (no date) off mouth of Penobscot River.

Schr. *Pauline*, Stites, from Attakapas for Boston, is ashore on Pickle's Reef; vessel and cargo a total loss.

Brig *Token*, Arey, at Charleston from Boston, reports: March 24th,

fell in with the schr. *Statira*, of Bangor, Me., Bradman, from Providence, R.I., for the Rappanannock River, she having experienced very heavy weather for eight days before, and being then in a sinking condition, took off Capt. Bradman and crew, and brought them to Charleston.

Schr. *Nebraska*, Washington, from Lavaca, Texas, for this port, is reported by telegraph to have been burnt at sea, no date; captain and crew supposed to have been taken off and carried to Mobile.

Brig H. Kellogg, of St. George, Me., Mossman, from Barbadoes for Coatzacoalcos river, Mexico, arrived on the coast during a Norther, and the weather being thick, passed the river without seeing it, Jan. 30. Being unable to haul off, she went ashore upon the breakers on Barilla Islands, and was lost.

Brig *Dirigo*, hence March 15th for Cardenas, was totally lost in a gale from the northward, on the 28th, on Cruz del Padre.

Schr. *Southampton*, from Suffolk, Va., for this port, was totally wrecked, supposed during the late snow storm, on Hog Island Shoals.

Brig J. E. Gowan, of Orland, Me., Jordan, from Port-au-Prince for New York, was totally lost on the 26th of Feb.

Capt. Cobb, of the schr. *Arispe*, arrived at Mobile on the 12th ult., on board schr. *Major Bache*, and makes the following report:—On the 26th of March sprung a leak in a norther; on the 26th fell in with schr. *Major Bache*, from Galveston for Mobile. The *Major Bache* lay by us until the following day, when she took off the officers and crew, and brought them to this port.

Nassau, N. P., March 30.

Barque *Cuba*, McCormick, of and from New York for Apalachicola, was totally lost 22d, on Stirrup Cay.

Brig W. F. Stafford, at this port from Rochelle, reports: March 28th, saw the wreck of the schooner H. M. Johnson, mainmast gone, full of water and abandoned.

Plymouth, March 30.

The Swedish ship *Julie*, Durcell,

of Gefle, from Newcastle for New York, was struck by a heavy sea on the 12th March. Two men were washed overboard. The sea carried away her bowsprit, foretopmast and yards. March 19th, spoke the S. T. Roger, Maxwell, for New Orleans, who took the crew on board. March 20th, spoke the American ship Regatta, Taylor, from Newport (with wheat) for Plymouth, who brought Captain Deurell and six men to Plymouth. Five other men went to New Orleans.

Waterford, March —.

The Boreas, from Savannah, has on board the crew of the waterlogged schr. Iris, of and from St. John, N.B., for Porto Rico, which crew, six in number, he saved from the said schr. on the 27th of February last, the crew then was five days on the wreck, and all the time without food.

Schr. Francena, Hooper, of Brookline, Me., from Attakapas for New York, sailed on the 23d March from the above port, and next day sprung a leak, it blowing at the time a good stiff breeze; vessel made water rapidly; kept the leak under for a few hours, when it gained rapidly upon them, in spite of their best efforts. She sank gradually, and before 12 had settled so deep, as to oblige all hands to leave her. She was abandoned at 10 o'clock, A.M.

Brig Lucy Watts, from Philadelphia, of and for Thomaston, came out of Edgartown 24th March, and sprung a leak 26th, when the crew took to their boats, and the brig went down in twenty minutes, about 30 miles N. E. of Cape Cod. After being in the boats three days and nights, and drifting as far as Georges Shoal, they were picked up by a fishing schr. nearly exhausted.

London, March 31.

The ship Pride of the Ocean, from New York, arrived in the East India docks yesterday, having on board the crew and passengers, in all 43, of the American ship Sea Nymph, Patton, of Bowdoinham, United States, from Liverpool for Baltimore, which was abandoned in lat 45°. lon. 27°.

The barque Black Eagle, Captain Ludlow, at Sag Harbor, reports that

on the 29th of March, fell in with the brig Portugal, of Oporto, leaking very badly, a gale blowing at the time from the Northwest; took on board the captain and crew, eleven in number, and brought them to Sag Harbor. The brig went down immediately after the crew left her.

Ship Pontiac, Knapp, from Boston 2d March, for New Orleans, went ashore 27th on the Gingerbread Ground, near ship Sachem, before reported, and became a total wreck.

Ship Russell, Sturgis, was abandoned 15th ult. on the passage from Liverpool to Boston. Captain Snow and crew were landed at Newport, R. I., on the 10th April.

Barque Cuba, M'Cormack, was lost on Berry's Islands 20th, and was probably one of the vessels seen by Capt. Gerrick, of ship Nicholas Biddle.

Schr. Minerva, Wright, from Fredericksburg for this port, which got ashore on Smith's Island 1st April, and came off recently with small loss, again went ashore, supposed in the same vicinity, and with her cargo will be a total loss.

Missing Vessels.

It is now about sixty days since the City of Glasgow left Liverpool for Philadelphia.

The Gloucester Telegraph states that schr. Flight, sailed thence Feb. 22d, on a fishing voyage, and has not since been heard from. The day after she sailed there was a violent N. W. gale with snow, in which it is feared she foundered. Elias H. Willis of Southport, Me., aged 26, was master. The others were Mark Webber, of York, Me., about 25, John Littlefield, of New York, Chas. Stearns, of Hingham, Thom. Frederickson, Frank M. Kenney, Thos. Ferguson, and Richard M'Crate. Residence of the last four unknown.

Notice to Mariners.

A Bell Buoy is now moored in five fathoms water, about 500 yards from the Outer Buoy on Ship Bar, south east of it; Charleston Light bearing North West.

New York, June, 1854.

Anniversary Meetings.

American Seamen's Friend Society.

MONDAY EVENING, MAY 8.

The twenty-sixth anniversary of the American Seamen's Friend Society was held this evening at the Broadway Tabernacle, the President, P. Perit, Esq., in the chair. The house was well filled at an early hour; and after a voluntary upon the organ, prayer was offered by the Rev. Dr. Wyckoff, of Albany. The choir of the Fourteenth street Pres. church, under the direction of Mr. S. Lasar, then sung the following hymn :

"Star of peace to wanderers weary,
Bright the beam that smiles on me,
Cheer the pilot's vision dreary,
Far, far at sea," etc.

The President, in congratulating the Society on this anniversary occasion, remarked ;

The Directors of the Seamen's Friend Society are most happy to meet this crowded assembly. It indicates that there is in the community a wide-spread sympathy for the sailor, and reckless as he may be, and deeply as many of them may be plunged in vice and folly, still the sailor is a man; the true sailor a warm-hearted, brave, generous man.

We meet this evening under circumstances in some degree peculiar. The past year has been unprecedented in the appalling disasters which have taken place on the ocean. The cries of the sufferers on the wreck of the San Francisco are sounding in our ears, and the heroism and bravery of

the deliverers will ever be in our memory.

We are met, too, on this occasion, by the allegation, that during the year there has been a great demoralization of seamen.

This allegation the Society felt bound to meet, and they would meet it by facts which could reflect no disparagement on the efforts of the friends of seamen in this and the other associations, which have in view their moral improvement.

The mortality among seamen is very great. The average *sea life* of sailors is computed at $11\frac{1}{2}$ years. The annual mortality of seamen in the United States may be put down at twelve to fourteen thousand. California and other attractive foreign ports draw from us some three to four thousand more. Now, in order to fill this chasm, necessity has compelled the introduction of men of all nations, and all kinds, including the most degraded, and mingling with the crews of ships, they have been the means of introducing disorder, and a bad reputation through them has been attached to their associates.

This evil must find its remedy in the introduction of large numbers of young Americans into the service. Coming from the country unschooled in vice, they will be good subjects for the influences which this Society is aiming to exert. There is in fact nothing discouraging in this state of things. We should rather feel prompted to more zealous and vigorous efforts.

We are met here to-night as the friends of seamen, and if there is any one of the human family who needs a

friend, it is the wanderer of the deep; who knows no established home, and who is of a class of men who have no power to combine and provide for their own spiritual welfare. Let us then yield to no discouragement, but press on to the attainment of our great object, the moral renovation of the wanderers of the deep.

An abstract of the Report was then read by Rev. H. Loomis, one of the Secretaries.

The President then introduced to the audience Rev. J. C. Fletcher, chaplain at Rio de Janeiro, S. A., who offered a resolution of acceptance of the Report, and that it be published under the direction of the Board of Trustees.

He said he was happy to move the publication of such a report as that. The American Seamen's Friend Society was one which puts a light in the binnacle. The binnacle is a box in which the compass is placed, and near the wheel, so that the sailor who is at the wheel may direct the vessel. Some would say the compass is enough; but a light is needed that the compass may be seen. So the Bible is not always enough to be given to the sailor in order to save him, but he needs the influence which such a Society as this uses, and which is really putting a light in the binnacle. He had rejoiced to labor for the Society in the field where he had been placed. It was one of the most beautiful in a natural point of view. The bay of Rio is as long in one direction as from New-York to Poughkeepsie, and in the other, as long as from New-York to Trenton, in New-Jersey. It is surrounded by mountains covered with perpetual verdure. It has an immense commerce along the whole coast of Brazil, with England, France, and our own country. It is visited every year by about three hundred American vessels, over two hundred English, and many others. It is therefore an important post, for it is in a country which has the Roman Catholic as the state religion. This Society is a Home Missionary Society by

placing the minister of the Gospel where it is, constructively our country, for he is under our flag.

When he first went to Rio, the captains were afraid of him; but when they found he was their friend, and the friend of the sailor, and when they found him sympathizing with them while stricken down with the yellow fever, they became much attached to him and his services. Several instances were related of the change which had been produced in the minds of the captains at that port, and of the government officers. Many, during the time of the yellow fever, were converted. This was also a Foreign Mission Society, as its chaplains and converts are scattered through the world. No government is now doing more for foreign sailors in hospitals than that of Brazil. Every care and attention is given to our sailors there. Mr. Fletcher was compelled, on account of ill-health, and the ill-health of his family, to leave his field of labor. He paid a very high compliment to Capt. Henry Randall, of the "Yankee Blade," the steamer in which he and his family left Rio, as being a noble man, and a friend of the sailor and sailor' chaplains. Mr. F. closed by relating a very interesting account of the conversion of a sailor on board the "Yankee Blade," who had committed murder, whose mother was a pious woman, and whose Sabbath-school teacher was a missionary to India. He has gone to California, whither the steamer was bound, and he will there plead guilty. for he says it will be lying to do otherwise. Mr. F. gave him a letter to Rev. T. Dwight Hunt, of California, giving a history of his conversion; and it is expected that he will make a profession of his faith in Jesus there.

Rev. Dr. Cleaveland, of Northampton, was then introduced, who interspersed his remarks with a variety of striking and amusing anecdotes, according to his custom on such occasions. He had come to the meeting with a neuralgic head-ache, and had asked to be excused; but when they were willing to excuse him, he changed his mind and would not be excused. Above all, when he

found that some were disposed to throw discouragements in the way of the Society, he was determined to do what he could to encourage them. If all that has been said which is discouraging were true, is it the duty of the Society to fold its hands? Every female heart in that house would say no, for every one beat in sympathy with the sailor. He had had two wives, one of whom was the daughter of a sailor, and he would not dare go home that night if he had asked to be excused, because there were discouragements. If there were discouragements in their way, they should do as the physicians of Detroit once did when a dreadful pestilence raged there—resolve to tax their utmost skill and redouble their exertions. Suppose this Society had done nothing but convert one sailor's soul, that soul was worth more than the universe. The conversion of two millions of sailors would be more extensively felt on the rest of the world than the conversion of any other two millions of men on earth. The American Board and all the missionary societies are not doing so much for the conversion of the world as would be accomplished by the conversion of two millions of seamen. In conclusion, he urged the Society and its friends to renewed effort in the hope of the conversion of sailors; and if in heaven, when the work is done, the song of praise will not be that some beautiful Nebraska has been rescued from the blight of slavery, but that an entire race is presented to Christ.

The resolution was adopted, and a solo was sung by Mrs. Georgiana Stuart.

The Rev. T. Brainard, D. D., Philadelphia, followed in a telling address, amplifying upon the duties and responsibilities devolving upon the Society. If sailors are worse than formerly, it is for the same reason that white sheep consume more hay than black—*because there are more of them*. The sailor is no worse than he might be expected to be. If forced into the condition in which he is found, we were bound to exercise the greatest diligence in supplying the

moral means that shall elevate him. The sailor is likely to be something of a linguist and much of a geographer by personal observation, and in the fore-castle something of a historian. He has generally a heart, and that is our hope concerning him. He is not, however, cramped by artificial rules of society, nor like many who are mere galvanic corpses, having *no-tions* but no *emotions*.

We do not expect sailors will elevate themselves, any more than we expect a man to realize perpetual motion by lifting himself up off the ground by laying hold of the waistband of his breeches. Referring to the words of the very appropriate prayer, "It is a dangerous coast; we want light-houses to warn the sailor of the perils which beset his path," we must have churches at every port, to preserve the sailor from the shoals and quicksands which surround him. The speaker gave a thrilling account of a large merchantman sailing out of this port, whose captain had been washed overboard in a gale of wind. The same wave which knocked him over took off the life-boat, and to this the captain clung for six hours, struggling with the waves, his noble crew tacking and putting the ship about all the time, trying to pick him up, his wife and two children agonized spectators of his extreme peril! "Hold fast, brave captain," shouted the crew; "hold on, we will save you yet!"—He did hold on—they did save him. They got the vessel near enough to throw a rope; the captain seized it, and was hauled on deck, bruised and exhausted! If we send our sailors upon the high sea, let us send a life-boat with them. The Bible is our life-boat! As Captain Crichton, of the *Three Bells*, (a burst of applause greeted the mention of the noble sailor's name,) said to the unfortunate passengers of the *San Francisco*, "I will not leave you." The life-boat we give the sailor will never leave him, but sustain him in his hour of need and peril. May He that blesses all hear us, and bless this work of mercy! May the sea give up its spiritual bodies, and the world be converted to God! (Applause.)

The Rev. Dr. Bethune (of Brooklyn) was next invited to address the meeting.

Suppose, said he, that every ship that sails from this port—every ship especially that stretches her course into those quarters of the world where “the darkness of the shadow of death” is still on the nations—were manned by Christian seamen, commanded by pious officers, and were followed by the prayers of pious merchants, as eager that those ships should be made tributary to the glory of God, that those men should be made instrumental in carrying light among the destitute, as that they should bring home the profits of commercial enterprise—what would be the consequence? How soon would this earth be blessed with the knowledge of the Lord, and all nations rejoice in the blessing of that light which shines over us! This is what the Christian world must come to. Our religion does not inculcate piety merely for one day in the week, to take one dollar out of a thousand and put it into the treasury of the Lord. It should be like leaven that leaveneth the whole lump, pervading our whole life, and making our daily occupation sacred to God—consecrating every instrumentality of our worldly comfort and prosperity, by making it subservient to the great cause of salvation throughout all the world.

And where, if this doctrine be true, is this instrumentality so full of promise, or so certain, under Divine blessing, of success, as in the opportunities offered by the Seamen's Friend Society? He did not propose to enter into all the romance thrown around the seaman's character. A great many reckless and jovial characteristics he possessed on land. They afforded opportunities for a display of rhetoric, but practically the sailor was like other men, born with the same naked depravities, exposed to the same temptations, and needing precisely the same grace of God that converted Paul, Mary Magdalen, or any sinner on the face of the earth. It was no more difficult for that grace to convert the sailor than the landsman.—

Either, according to his faith, was miraculous—a work great as creation. But when we believe it is the power of God, we believe that that power is promised to earnest faith; and the word which says, ‘That which we sow we shall also reap,’ is the only encouragement which leads us on in this great work of attempting to evangelize the men of the sea.— But the sailor has claims on us not from his peculiar generosity or characteristics which make it better or worse. The soul of one man, all other things being equal, is worth as much as that of another; but when converted, it may be worth more than another in the influence which it may bring to bear on the world. If the sailor is going to distant lands, to a nation resembling our own at one time, to the shores cursed by the superstitions of Rome at another; on one voyage to a part darkened by the faith of the False Prophet, or upon another to one where demonism shrouds its people in the absurdities of a cruel feticism, the conversion of this wanderer of the seas, who comes as near ubiquity as any man can, is worth, in this light, more than the conversion of ten ordinary men that stay at home, every night sleeping in the same bed, and every Sabbath worshipping in the same church. God in his providence made great use of common men, but the conversion of these was not equal in its influence in the world at large to the conversion of one intelligent sailor who travels over the earth.— Again, the sailor claims especial care, not because of his aptness or unaptness to receive instruction. God by his Spirit makes that soil the least promising the most fruitful. But God works by means. We have Christian churches everywhere. But it is not so for the sailor. He is a few days in port and many days at sea, one Sabbath within reach of the gospel, and three, four, five, perhaps a year or two, where no Sabbath bell is heard, no gospel preached, and no christian influence brought to bear—and because the sailor has not a Sabbath in ten that we have, should we work ten times as hard to do the sailor good on that Sabbath, as we do to serve ordi-

nary men any common Sabbath of the year. We want to intensify our labor for the sailor, because when we catch him it is only for a little time, while the minister can preach to the ordinary people, if they will keep awake to hear him, every Sunday in the year. This Society provides for the sailor at home every accommodation; and, not content to bless him at home, it followed him abroad; and it was the great purpose of the charity, next to giving the sailor an opportunity of instruction here, to send the gospel to meet him everywhere he goes. Funds alone were needed to carry out fully this object; for wherever there is a port which gathers together a sufficient number of American ships to make a congregation, there were they ready to offer the gospel, with all the instrumentalities that surround it, as an appointed means of blessing to the world. No harbor in which ships bearing the American flag are crowded, should be without a due provision for the dissemination of religious truth. Think of the example our country recently set to the world, perhaps too long delayed, but not the less glorious since manifested. A man, not a native of this country, a fugitive from the land of his birth, where his struggles in the cause of freedom, giving them the best interpretation, compromised his safety, and passing as it were only under the shadow of the American flag, that shadow consecrates him as under the protection of a mighty nation; and there, one who wears the uniform of this country declares, in the face of a triple force, that he is safe—that he must be delivered up into the hands of those representing the dignity of that country whose protection he claimed. and what has been the result. The dignity of our country has been elevated in the estimation of the world. The name of the gallant Captain Ingraham cannot be uttered without calling forth the acclamations of his countrymen. (Applause.) But while doing him honor, he (Rev. Dr. Bethune,) was not the less certain that there was not an officer in our American Navy that was not prepared to do the same for an American, wherever

found. Now, they wanted the Church to be as faithful to the sailor as the country is to her citizen—that the sailor, wherever he goes, might know that there is a friend armed with the panoply of the gospel, to shield him from the dangers, worse a thousand-fold than a foreign dungeon, chains, or temporal death—a friend that could lash his soul safe, as it were, to the cross that should float him safely over the waters to heaven. Wherever we have a commerce, wherever the American flag is unfurled, there is truth, defence, and a nation pledged for the safety of its citizens, who had the right to worship God as conscience should dictate. And every administration that should not get the privilege for them, should be turned out one after another. But what we ask is more than the right to worship God as we desire;—the opportunity, the Church, the preacher, the communion vessels, the Bible, the hymn Book, all the associations of Christianity, all consolations when away from our dear America, wherever we go under the combined flags of the American nation and the Bethel.

After the singing of the Doxology, the meeting was closed with a benediction by Rev. Dr. Somers of New York. The Society was then called to order and Trustees were elected for the ensuing year. Resolutions of thanks to the speakers, and also to the Choir of the 14th St. Presbyterian Church were adopted, for contributing to make the meeting one of the most interesting of the Society's Anniversaries.

Mobile Chaplaincy.

MOBILE, April 26th, 1854.

Dear Brother,—As usual I send you a brief outline of what has been done in the seamen's cause in this city; and 1st, The Bethel church has been well attended most of the year; a deep seriousness pervaded many of our meetings, and the truth preached has been blessed in the conversion of sinners. Four made a profession of their faith, and united with the Bethel

church, and others went on their way over the great deep rejoicing in the love of Christ. Not unfrequently some that had been deeply impressed by preaching followed me to my study, where I conversed and prayed with them till a late hour of the night. Some of these men I found had pious parents, and had been the subjects of many prayers; others had been thrown on the cold charities of the world while children, and had found their way to the sea, and had engaged on shipboard for a livelihood. Those who had enjoyed the advantage of early religious instruction found peace of mind much sooner than those brought up in ignorance.

I visit all the vessels at the wharves frequently, and converse with the sailors, and supply them with religious reading. I have five meetings every week, besides holding services at the Marine Hospital.

My weekly temperance meetings are doing much good. The proportion of seamen holding temperance principles is greatly on the increase.

2d, The Sailor's Home, under the judicious management of Mr. Lawson, has done a good work in promoting temperance and morality among seamen, and by shielding them from the snares of the wicked. But it is too small, and so old that it is no longer safe. We must have a new Home. The lot is large, and has greatly increased in value since we bought it. It is of sufficient size for a new Home and Bethel church, having 156 feet front on Church street, and of sufficient depth on Water street. We will need much help to carry out this noble enterprize.

3d, My visits at the Marine Hospital have been attended with much interest. I have been enabled to speak words of warning and of comfort to many a sick sailor, and have prayed with and given directions to some on the verge of eternity. I was much interested in a young English sailor who was considered by the physician past recovery. This young man was in great agony of mind in view of his past sins, and especially for the manner in which he had treated his pious parents, but afterwards found great

peace of mind by believing in Jesus and casting his burden on him. He wished me to write his parents, expecting never to see them again. I did so, and I received an answer from his father in England a few days ago, which you may insert in the Magazine, as it is no doubt the expression of many a pious parent's heart. The son, however, recovered, and sailed for home some three weeks since, rejoicing as he goes. What joy will fill the hearts of these parents when they see their son who was dead, and is alive again; was lost, and is found.

Very truly yours,

A. MCGLASHAN, *Chaplain.*

Parent's Letter.

BURY, Lancashire,

March 23, 1854.

My dear Sir,—In answer to yours respecting our son, whom you have kindly visited in the hospital at Mobile,—we desire most sincerely to thank you for the interest you have taken in his spiritual welfare. May the good Lord bless you for your kindness. The sad intelligence of his sickness, and the little hope we entertain of his recovery, is almost overwhelming to our poor human nature; amidst our sorrow, however, we are comforted, with the assurance you give us of his penitence, and we bless God that even in a distant land there was found one dear, pious friend, to point him to the Lamb of God which taketh away the sins of the world. O! that God in His rich grace may bless your counsels and answer your prayers, on behalf of our dear son, that he may be saved in the Lord, with an everlasting salvation. If he lives, we pray that he may henceforth "live unto the Lord; if he dies, may he die in the Lord, so that living or dying he may be the Lord's." Should this reach you while he is upon the land of the living, give to him our kind love, and assure him of an interest in our prayers; tell him that we love him still, and feel and think about him as parents only can feel and think. Tell him that our chief concern is about the salvation of his precious soul. "And him that cometh unto me I will in no wise cast out." How happy we should be to

see him again under our roof, and to hail him not only as a son, but a "new creature in Christ Jesus." If we never meet with him on earth, we hope to meet him on the morning of the resurrection, at the Saviour's right hand. Give our love to our dear boy, his sister Ann also desires to be affectionately remembered, and just tell him, should he still be living, that his father is engaged in doing all the good he can in the situation he was filling when he last saw him. May God bless you, dear sir, is the sincere prayer of

Yours in the Lord,

THOMAS & MARY FISHER.

Rev. A. McGlashan,

Seamen's Chaplain,
Mobile, Ala.

P.S.—Could you favor us with a line, to say what we may expect in future of our son, we shall feel obliged. Direct as before.

New Chaplaincy.

Sailed on the 5th ult., in the steamer Illinois, the Rev. D. H. Wheeler, Chaplain to Seamen in Aspinwall, under commission from the American Seamen's Friend Society.

Africa and the American Flag.

By Commander A.H. Foote, U.S.N.

A work bearing this title, just issued from the press of the Messrs. Appleton, of this city, has been laid on our table. We regard the testimony of Commander Foote on all matters pertaining to the African race, and the influence of the various means employed for its protection and elevation, as invaluable. We shall take occasion to refer again to this interesting work in a more specific manner.

Annual Report.

We respectfully and earnestly invite special attention to the matters discussed and the facts contained in the Report published in this number of the Magazine.

If we mistake not, they will prove a powerful incentive to renewed and energetic efforts for the improvement and salvation of those who go down to the sea in ships.

Shipbuilding and Lumbering in Maine.

We learn from the Bangor Mercury that the aggregate of shipbuilding in Maine during the year 1853, was 169,576 tons, which was divided mainly among vessels of the first class. The present value of this fleet, being at least \$60 per ton, would amount to \$10,174,573. At the commencement of the year Maine owned, enrolled and registered in her own ports, over 600,000 tons of shipping, the aggregate earnings of which were probably at the rate of \$9,000,000 per annum. Allowing \$9,000,000 for the earnings of the shipping of Maine during the last year, and \$5,087,286 for the nett value of the ships built, we have, says the Mercury, the amount of \$14,087,286 earned or gained by the shipping interests of the State in 1853. The same paper estimates the nett earnings of Maine in the lumber business, to have been \$7,000,000, which, added to the profits of the shipping business, gives an aggregate of \$21,087,286 as the profits of these two branches of business in Maine.

Account of Monies.

From April 15, to May 15, 1854.

Directors for Life by the payment of Fifty Dollars.

Rev. Dr. C. C. Van Arsdale,
by Ref'd Dutch Church,
Bleecker St., New York, 50 00

Members for Life by the payment of Twenty Dollars.

Mrs. Mary C. Bowditch, by
Pres. Ch. and Con., Shel-
ter Island, N. Y., 29 51
Rev. Luther Townsend, Troy,
N. H., (balance,) 5 00
Rev. Henry Reeves, by Pres.
Ch., Belvidere, N. J., 20 00

Mrs. Prudence Meigs, by Con. Soc., Madison, Ct.,	35 47
Miss Perces Swift, by First Soc., Derby, Ct., (amt. pre. acknowledged,)	
Oliver B. Sherwood, do do,	
Robert N. Bassett, do do,	
Mrs. Stephen Hubbell, North Stonington, Ct., by Second Con. Soc.'y, Norwich, Ct., (amt. ack. below.)	
Rev. John R. Miller, by Ladies Sea. Fr.'d Soc. Suffield, Ct.,	26 14
Mrs. Elizabeth F. M'Questen, Hamilton, U. Canada, by Sea. Fr.'d Soc.'y, Milford, N. H.,	20 00
Dea. Rufus D. Phillips, by Orthodox Con. Soc., Fitzwilliam, N. H.,	24 50
Rev. W. T. Herrick, by Con. Ch. and Soc., Candia, N.H.,	24 00
Mrs. Lydia G. Perry, by Ladies Sea. Fr.'d Soc. (Lyme, N.H. (amt. prev. Ack.)	

Donations.

From Pres. Ch., Greenwich, N. J.,	10 00
" David Whitecomb, Worcester, Mass.,	10 00
" Con.Ch.and Soc.Townshend, Vt.	9 10
" Miss S. Brewster and others of New Rochelle, N. Y.,	7 53
" Ref. Dutch Ch., Flatbush, N. Y.,	44 52
" Con. Soc. Mount Sinai, L. I.,	50 00
" Village Pres. Ch., Freehold, N. J.,	20 00
" First Con. Soc. Cummington, Mass.,	3 00
" A Friend, New York,	50 00
" Hon. J. F. Randolph, Trenton, N. J.,	5 00
" Boston Sea. Fr.'d Soc.,	500 00
" Rev. David Thurston, Browns Corner, Me.,	1 00
" E. Loomis, Suffolk, Ct.,	1 00
" Con.Ch. and Soc. Lyme, Ct.,	35 00
" Second Con. Soc., Norwich, Ct., (in addition,)	62 00

From First Pres.Ch., Williamsburgh, N. Y.,	43 64
" Con. Ch. and Soc., Wallingford, Ct.,	29 28
" Pres. Ch., Mays Landing, N. J.,	7 00
" Pres. Ch., Bedford, N.H.	26 30

Aspinwall Station.

E. J. Woolsey, New York,	100 00
William H. Aspinwall, do.,	100 00
G. B. Lamar, do.,	50 00

Messrs. William Aymar & Co., New York, A Bethel Flag.

\$1,398 99

Sailor's Home, New York.

Mrs. Joanna Driggs, Cheshire, Ct., one Comforter and sundry Magazines.

Sailors' Home, New Orleans.

Legacy of late Mrs. Sarah N. Nichols, of Damariscotta, Me., through A. Hardy, Boston, 20 00

Money received into the Treasury of the Boston Seamen's Friend Society.

North Hadley Con. Church,	8 50
Petersham Cong'l Soc.'y,	7 61
Westminster, <i>Juvenile Sea-Committee</i> , viz, Susan B. Upham, 63 3, Louisa Wood, 4 25, Otis Osborn, 3 53, Wm. Puffer, 2 80, Caroline A. Brooks, 2 38, Charles Kendall, 1 25,	20 54
to make Dea Edward Kendall, L. M.	
Gardner, Con. Soc., Rev. Mr. Paine's,	16 00
South Hadley,	24 00
Lee, Con. Soc., to make Mrs. Sophia Bartlett, Mary R. Hurlburt, Caroline Hyde, L. M.'s, and G. W. Platner, L. M., in part,	77 00
Paxton, Con. Soc.,	14 13
Hadley, Young Ladies Seam. Fr.'d Soc., to make Miss Jane Smith, L. M., and Miss Cornelia Johnson, in part,	41 00
North Amherst, Con. Soc.,	37 59
Gloucester, North Soc.,	10 00